THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b) Food supplied in the trains and at Railway Stations in Kerala is neither poor in quality nor heavy in price. Railways exercise due care to ensure that the food supplied to die travelling public is wholesome, hygienic, and nutritious and sold at reasonable prices in accordance with the tariff fixed by the Railways.

Train accident on Shornur-Mangalapuram Rail Line

7223. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that accident on Shornur-Mangalapuram line have increased during the last three yean, if so, the details thereof;

(b) whether it is also a fact that the Railways lines are very old and proper replacement and repair is not done regularly;

(c) if so, what are the reasons therefor; and

(d) whether it is also a fact that these delays are causing accidents?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) No, Sir. The number of train accidents on the Shoranur-Mangalore section during the last three years is as under:—

1992-93	1993-94	1994-95
2	2	1

(b) No, Sir.

(c) and (d) Do not arise.

Under-utilisation of Emakulam-Kayakulam rail line

7224. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Ernakulam-Kayakulam via Alleppey line is not utilised even upto 50%; and

(b) if so, what are the reasons therefor and whether more trains would be introduced via Alleppey?

THE MINISTER OF RAILWAYS(SHRI C.K. JAFFER SHARIEF): (a) and (b) Emakulam-Kayakulam section via Alleppey railway line is being utilised to the extent of 78% of its chartered capacity.

An Inter-city Express train between Emakulam and Trivandnim via Alleppey has been recently introduced and a Weekly Express train between Bangalore and Quilon, also via Alleppey would be introduced during 1995-96.

Non-availability of reservations at Emakulam

7225. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that reservations in certain trains in Kerala is not done at Emakulam; and

(b) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b) Computerised passenger reservation facility exists at Emakulam Junction for seeking reserved accommodation by all trains which are available on the Southern Railway system including all trains originating in or passing through stations in Kerala.

Frequency of Buses on Route No. 378

7226. SHRI RAM GOPALYADAV: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that DTC bus route No. 378 from Central Secretariat to Mayur Vihar Phase-Ill is being run at very long intervals, causing a great deal of inconvenience to the passengers;

(b) whether the Red Line buses on the aforesaid route are allowed to start from Central Secretariat;

(c) if not, the reasons therefor;

(d) whether Government are aware that the passengers have to wait for the bus route No. 378 at Central Secretariat for long;

(e) if so, what remedial steps Government propose to take to remove the inconvenience; and

(f) whether bus route No. 384 follows the same route?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) At present there is no Redline bus operating on this route.

(c) Does not arise.

(d) and (e) As per Unified Time Table based on the RITES Report, the frequency schedule of this route is 34/68 minutes. DTC operates 3 buses on route No. 378 and all the 3 buses are actually operating on this route. Due to continuous shortfall in the DTC fleet, it is not possible for DTC to augment its services.

(f) No, Sir.

Demands of Funds for Maintenance of National Highways in Maharashtra

7227. DR. BAPU KALDATE:
SHRI VN. GADGIL:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the details of the demands for allocation of funds for original works, maintenance and repairs of National Highways submitted by the Government of Maharashtra during the last five years, alongwith the details of allocation made during that period;

(b) whether it is a fact that the rate of allocation made for the above works had been decreasing rapidly and if so, the reasons therefor; and

(c) whether Government have received representation from the Govt. of Maharashtra for less allocation during that period and if so, the details thereof and the action taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) A demand of about Rs. 326 crores for original works and Rs. 150 crores for maintenance and repairs of National Highways was made by the Government of Maharashtra during the last five years (1990-91 to 1994-95). Against this, an allocation of Rs. 155 crores for original works and Rs 86 crores for maintenance and repairs was made.

(b) The funds made available are generally less than the requirement in view of budgetary constraints.

(c) Due to shortage of funds various State Governments including Maharashtra State have been representing from time to time for allocation of more funds.

Declaration of State Roads as National Highways in Maharashtra

7228. SHRI V.N. GADGIL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Maharashtra Government has sent a proposal to the Union Government for declaring eleven state roads as national highways;

(b) whether only one of the proposals namely Ratnagiri-Solapur Nagpur Road, has been accepted by Govuknment while the other ten proposals have been rejected; and

(c) if so, what are the reasons therefor,

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) and (c) Owing to meagre allocation of funds for National Highways during the 8th Five Year Plan, there is no proposal to declare any new National Highway at this stage.

Frequency of DTC Buses in Delhi

7229. SHRIMATI MALTI SHARMA:
SHRI RAJ NATH SINGH:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the timings and present' frequency of the buses of Delhi Transport Corporation plying on route numbers 52, 560, 570;

(b) whether the frequency of buses plying on the above routes has been reduced considerably in the recent past, causing great difficulty to the passengers;

(c) if so, what are the details thereof and what are the reasons therefor; and

(d) what steps are being taken to restore previous frequency and timings of buses plying